

Icebreaker's side-launch draws another huge crowd to Coll Ship

by **BOB MURRAY**
Spectators numbering in the thousands gathered in and around the Collingwood Harbour last Friday to witness yet another spectacular side-launching at the Collingwood Shipyards. Hull 230, built for the Canadian Coast Guard, is a "Type 1100 Navaid Tender - Light Icebreaker", measuring 83 metres in length, which, when christened at a later date will bear the name "Sir Wilfrid Laurier."

With a length of approximately one-third that of the huge bulk freighters usually built by Coll Ship, and a hull depth slightly greater, some special preparations had to be made for the launch.

Testing with a scale model of the ship, carried out during construction revealed that the harbour basin would have to be

dredged to accommodate the depth of the hull during the launch.

As well as the dredging, the usual method of restraining the hull with large steel chains and "drag blocks" was changed in favour of several large winch cables due to the weight of the hull, 4,662 tons.

The ship, minus its three-deck superstructure was perched high atop the special launchways at the extreme east end of the shipyard on Friday morning as crowds began to gather as early as 9 a.m.

Launch preparations had already commenced with "rally-gangs" beginning the task of driving approximately 3,500 wedges between the ship and the keel block supports to raise the vessel only fractions of an inch so that its weight can be transferred to the launchways, which had been

installed about a month earlier.

Once this procedure is completed and the weight transferred, large staples or "dogs" are removed from the launchways to allow the side-ways slide to begin. With all stages of preparation complete, the launch superintendent's check to ensure the underside of the ship is clear of all personnel.

Large ram jacks were then applied to the side of the ship, exerting enough pressure to break the friction between the "butterboards" or slides and the launchways.

At this point, the wait was over.

The large hull slid gracefully into the water with a giant splash, creating a huge wave that travelled the full width of the harbour, thoroughly dousing everything in its path.

As the large hull

settled into the water, restraining cables were tightened and the ship was brought to rest at dockside.

It is estimated it will take all winter to add

the superstructure to the hull, which will then be dry-docked for painting and complete finishing.

As is usually the case, no one went away

disappointed from seeing another of the launchings that author Robert Woodcock has appropriately named "The Collingwood Shipyard Spectacle."

Takes her berth

Montmorency ties up

The crew of the Canadian Coast Guard Ship Montmorency had a front row seat for last week's spectacular side-launching at Collingwood Shipyards.

Before arriving in Midland Harbour late Friday afternoon, the Montmorency paused in Collingwood for the 11:30 a.m. side-launching of the Sir Wilfrid Laurier, a new 83 metre Canadian Coast Guard Arctic Class II light icebreaker.

The Montmorency is normally busy removing local

navigation buoys at this time of year. However two major disruptions on the St. Lawrence Seaway (the collapse of a Welland Canal lock wall Oct. 14, and a ship's collision with the Louis de Gonzague bridge near Montreal, earlier this month) have prompted an extension

of the shipping season this year.

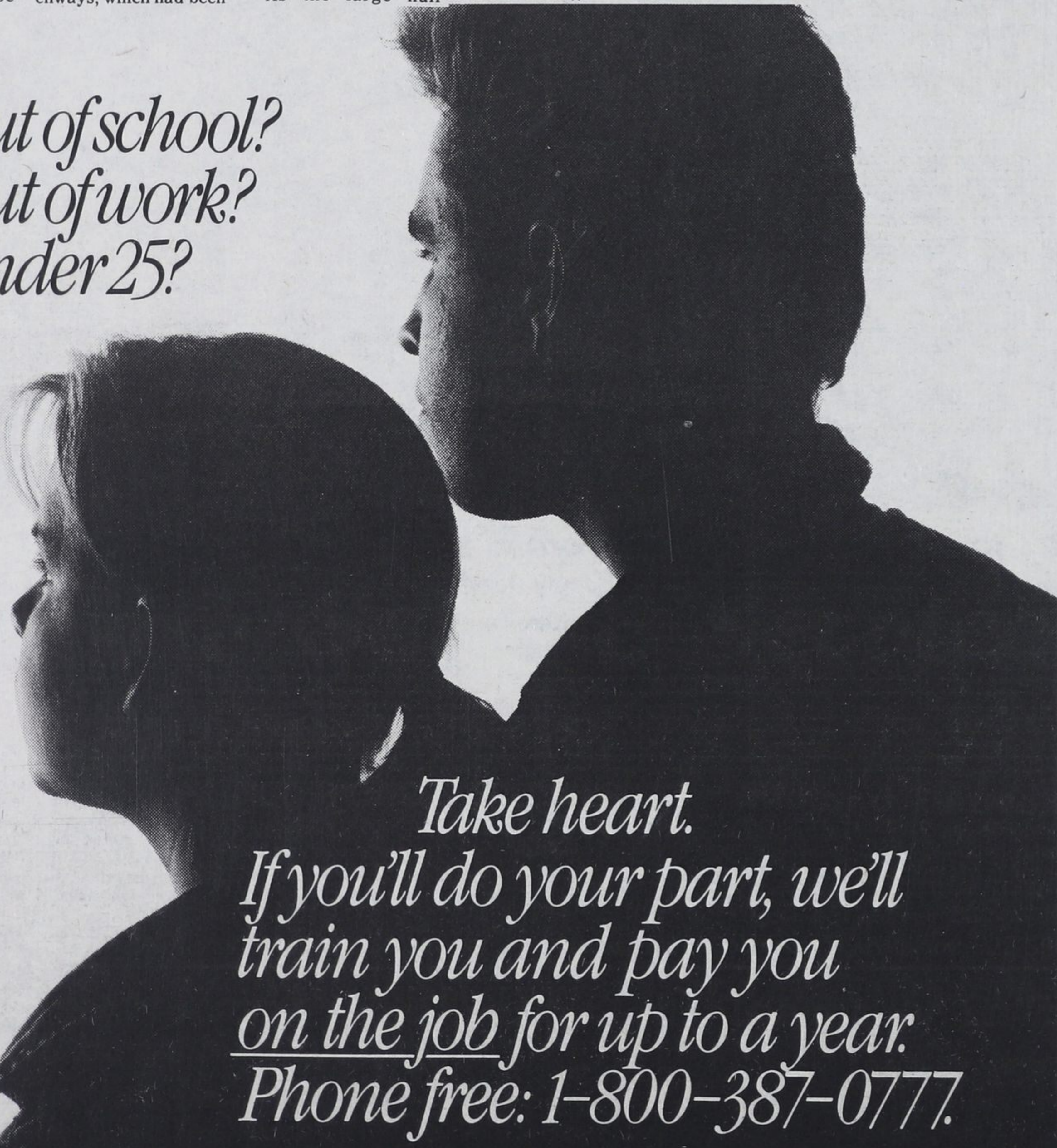
Captain Mark Taylor reports his bright red, 46.2 metre, ice-strengthened buoy tender will wait in Midland Harbour for official word on continuing the seasonal navigation aids program.

One more chance to give

The Central Ontario region alone is expected to require 221,000 units of blood from the Canadian Red Cross Society blood donors' program in 1985.

On Wednesday, Dec. 18 Huronia residents can add to that total during a Red Cross blood donors' clinic, from 12 noon to 8 p.m., in Midland's Civic Centre on Yonge Street.

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